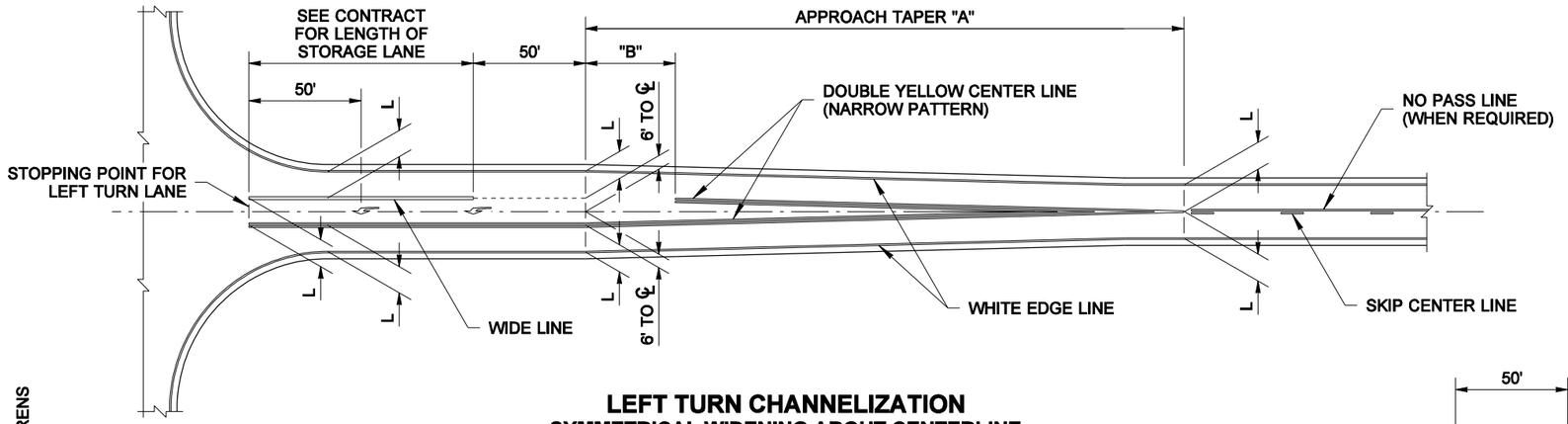
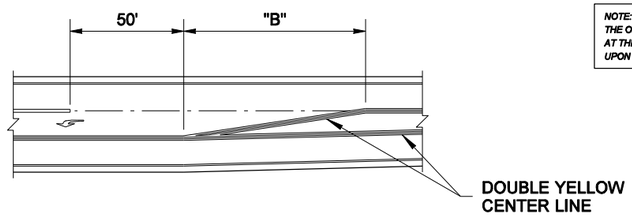
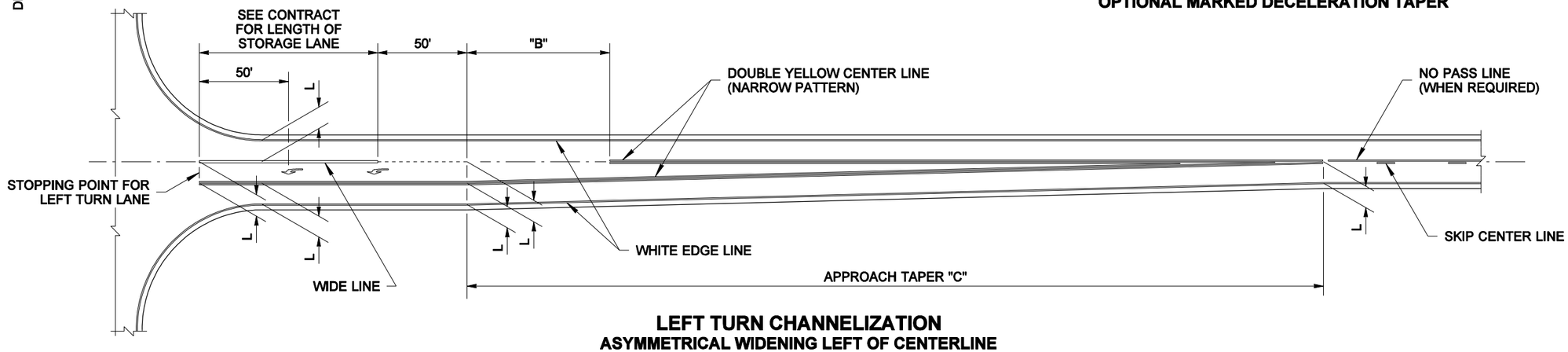


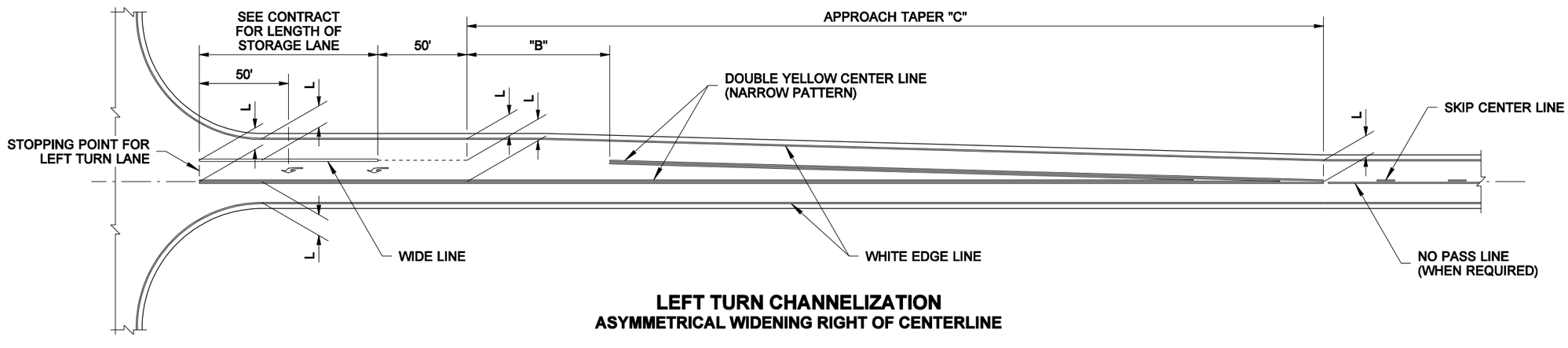
LEFT TURN CHANNELIZATION
SYMMETRICAL WIDENING ABOUT CENTERLINE



OPTIONAL MARKED DECELERATION TAPER



LEFT TURN CHANNELIZATION
ASYMMETRICAL WIDENING LEFT OF CENTERLINE



LEFT TURN CHANNELIZATION
ASYMMETRICAL WIDENING RIGHT OF CENTERLINE

DRAWN BY: BILL BERENS

GENERAL NOTES

1. The channelization shown on this plan assumes optimal roadway geometric design. The dimensions may vary to fit existing conditions. See Contract.

L = 12' Typical Lane Width. See Contract for specified lane widths.

LEGEND

Type 2L Traffic Arrow

NOTE: THIS PLAN IS NOT A LEGAL ENGINEERING DOCUMENT BUT AN ELECTRONIC DUPLICATE. THE ORIGINAL, SIGNED BY THE ENGINEER AND APPROVED FOR PUBLICATION, IS KEPT ON FILE AT THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION. A COPY MAY BE OBTAINED UPON REQUEST.

POSTED SPEED	APPROACH TAPER "A"	DIMENSION "B"	APPROACH TAPER "C"
60 MPH	360'	120'	720'
55 MPH	330'	110'	660'
50 MPH	300'	100'	600'
45 MPH	270'	90'	540'
40 MPH	240'	80'	480'
35 MPH	210'	70'	420'
30 MPH	180'	60'	360'
25 MPH	150'	50'	300'
20 MPH	120'	40'	240'

EXPIRES MAY 5, 2005

LEFT TURN CHANNELIZATION

STANDARD PLAN M-3.10-00

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

Harold J. Peterfeso — STATE DESIGN ENGINEER

12-15-04 — DATE

Washington State Department of Transportation